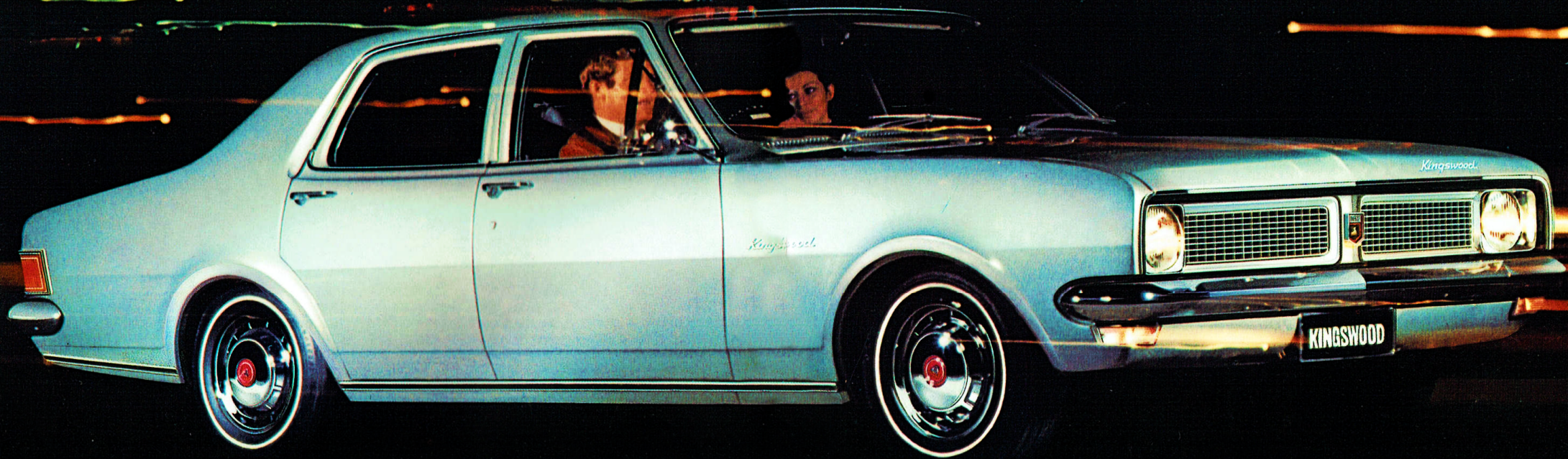


The driving man's car.



HOLDEN KINGSWOOD

HOLDEN KINGSWOOD
Driving is what it's all about.



What makes it the driving man's car?



Smooth and powerful engines. The finest new 3-speed automatic transmission in the world.

Impeccable ride and road handling.

Superior quiet and comfort.

And the kind of reliability and quality that isn't measured just by the good feeling Kingswood gives you with your first test drive, or even your first few months of ownership.

But that's measured by the lasting driving pleasure and reliability only Holden Kingswood gives you. Plus some traditional Holden virtues that still count for a lot. Like a higher resale value when you come to trade. Lower-cost spares. And, more and better dealer service all over Australia.

That's what makes Kingswood the driving man's car.

All Holden Kingswood engines

are smooth and powerful. Just how powerful depends on your needs.

So to best suit your kind of driving, you have five engines to choose from.

Beginning with our economy-minded 114 hp '161' and ending with the 240 hp '308' V8.

All with one Holden extra that always comes standard; unquestioned engine reliability.

To suit the driver you are, you can marry these engines to a variety of transmissions.

Full-synchromesh 3-speed column gearchange is standard.

Or you may choose the more sporty four-on-the-floor.

Or new Tri-matic 3-speed automatic. The fastest-thinking gearchange in the world. Which you can have with column or floor console shift.

Kingswood's new brand of road handling comes from its ideal weight distribution. Its low centre of gravity. Its wide-tracking stance. Along with a revised front suspension geometry that gives you a firmer, surer feel in a corner than you've experienced in a Holden before.

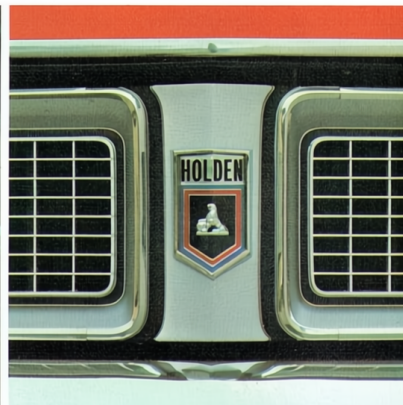
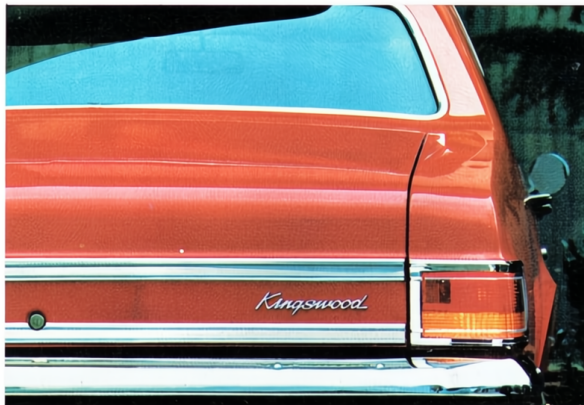
One other thing that matters a lot to you when you're buying a new car.

The look.

Kingswood's is bold, well-proportioned, uncluttered. The clean look of good design.

And with Magic-Mirror acrylic finishes, and Rustgard, the new process that puts rust inhibitors everywhere rust could start before it starts, your Kingswood will stay young-looking longer.

Holden Kingswood. The driving man's car.





The driving man's comforts: we build them for long-distances.

Kingswood seats you right. With deep foam padding that lets you sink in, then holds you firm.

Room to stretch out in. And room to keep all your passengers happy. Whether it's a quick trip across town or a trip across the country, you'll all get there feeling better because you've been sitting better.

Kingswood's all-the-way-up-to-the-shoulder supporting seats come any way you want them.

You can choose luxurious leathergrain vinyl, or warm-in-winter, cool-in-summer Castillon Weave.

And then take your choice of magnificent bench or reclining bucket seats. Whether you choose floor mats or carpet, everything from floor to headlining is colour keyed.

But you can't be comfortable if it's not quiet. So we do more to keep the noise down.

A new Y-frame cradles our engines on thick rubber to stop their noise or vibration from reaching you.

Kingswood's suspension is now dampened with thick rubber bushes front and rear, to stop road shocks and noise right down where they begin.

Kingswood's body is heavy-gauge steel, welded tighter than a drum. And dampened with strategic sound-padding so it won't sound like one.

The spare wheel stacks upright so you don't have to unload the boot to change a tyre. And more room down at the bottom so you can carry higher luggage.

You get comfort, you get quiet.

You also get interior styling and trim that have been chosen to start out looking and feeling good, and to stay that way with less care.

No chocolate ice-cream will ever ruin the looks of a Kingswood seat.

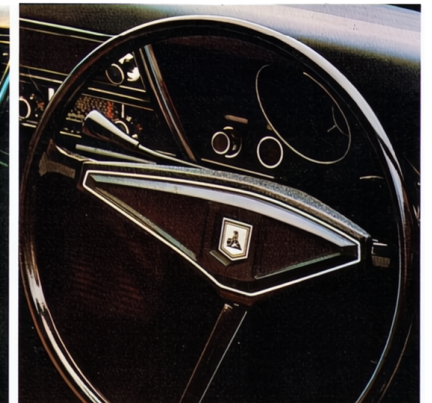
Not even the fabric ones. They stay like new with a minimum of fuss.

And your extra-comfort choice is the widest in the business. Heaters you can hardly hear. Radios to suit every purse. Even luxurious air-conditioning that'll keep you cool and clean on the hottest, dustiest Australian summer day.

One other thing about our interiors. You'll notice nothing sticks out a lot, anywhere. And everything that sticks out even a little is contoured, soft, or padded. Which is all for your safety.

The rear vision mirror? It's shatterproof and it'll knock out of its mounting on impact.

Because you can't feel comfortable unless you feel secure. Kingswood gives you the most safety features in its class.





Expansion on
a great theme:
the driving man's
wagon.

The driving man's wagons. Wide-open spaces.



The Kingswood wagon has to be about the most comfortable way there is to take it all with you on the one trip.

That tailgate yawns open to swallow a full 70 cubic feet of cargo.

Putting the back seat down to convert from passenger space to load space is about as quick as opening a door. With six-and-a-half flat feet of cargo deck ready to carry what you fancy.

Including you, if you're a sleeper.

The Kingswood wagon option choice is just as long as the sedan option choice. Plus an electric back window you can open from the driver's seat.

And you get the widest engine choice in the business. All the way from our petrol miser '161' to the

all-Australian V8's, the 185 hp '253' and the 240 hp '308'.

With all that power, the V8's get front disc brakes as standard.

And, as with any Holden engine, that most desirable extra: Holden reliability.

And even our standard transmission is more generous than most, with full synchromesh on all gears.

Then you can choose four gears instead of three, and put them on the floor.

But the big news is the new Tri-matic automatic. The fastest thinking 3-speed gearchange in the world.

Its incredible efficiency puts its power up and its fuel bills down. Its incredible thinking speed

means it'll change gears faster than you can.

So you're always in the gear you should be.

For economy when you're taking it easily, for power when you need it.

And Holden's 58 inches of wide track, excellent weight distribution and new suspension layout say you'll handle our wagon better than you'll handle other people's sedans.

If you're the kind of driving man who heads for the rough country, or tows a boat or caravan, there are a lot of Kingswood choices that can make your going a little surer.

Like fat tyres. And a limited slip differential. Heavy-duty springs. Heavy-duty radiator.

And Superlift rear shock absorbers you can adjust for the load you're carrying.





Belmont gives you all of the roominess and a lot of the luxury of Kingswood.

And does it on a budget no higher than the upper end of the economy market.

But Belmont will still trade-in like a full-size car. And give you the full-size pleasure of driving it.

You get the same hard-wearing reliability as Kingswood. The same strong body. And tough Sadlon vinyl upholstery.

Make your choice, Belmont Sedan . . . or Wagon.



BELMONT
Full-size
driving at an
economy price.



TRI-MATIC
3-SPEED
AUTOMATIC
The fastest-thinking
gearchange in
the world.

Tri-matic automatic has started a new era in Australian driving. It's the only automatic designed and built in Australia for Australia.

Tri-matic does the thinking for you. It knows precisely when to change up, or down.

In short, it makes automatic driving easier than ever before.

Stop-start city driving will never be easier or smoother. Tri-matic leaves you relaxed. Country driving is just as improved. Like holding your car at reasonable speeds down steep hills by simply selecting the second speed range.

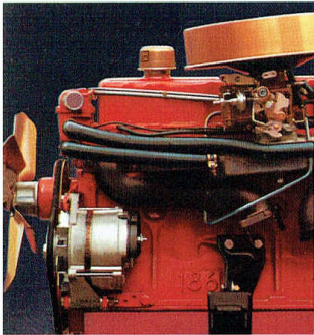
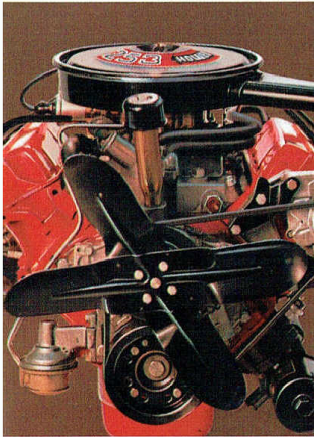
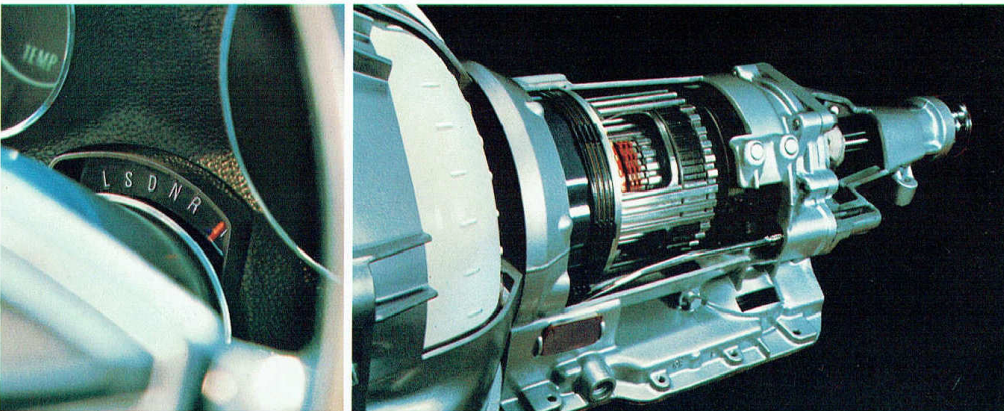
Need acceleration in a hurry? You get it.

Tri-matic will change down as fast as you can put your foot down. Faster than you could change down for yourself. And power lag you're used to in other automatics is virtually eliminated.

Tri-matic is even more economical than other automatics. By doing the right thing at the right time without wasting fuel or energy.

Better acceleration. Reduced power lag. Better economy.

This is the automatic you've been waiting for.



Five engines. Three transmissions. And that's just the start.

Nobody else gives you as great a chance to tailor a car to meet your own needs as a driver.

The big transmission news is Tri-matic. You'll read all about it at left.

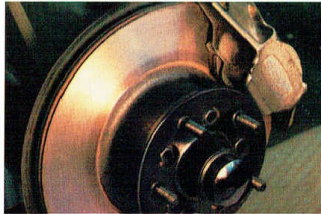
Big engine news is Holden's two new all-Australian V8's. Like the 185 hp '253' V8. It gives you all that power, a higher resale value, more reliability. And it costs little more to run than a 'six'.

But that's just the beginning. Every Kingswood can be made to exactly fill your bill. If you're roughing it a lot, you'd make your going surer with optional heavy-duty springs, limited-slip differential, wide tyres and a heavy-duty radiator.

If you're the sporting type, you'll get the reaction you're looking for from a floor change, bucket seats, and the rally-pack instrumentation package.

If you want even more luxury in your life, you've a wide choice beginning with deep pile carpets, and ending with a prestige vinyl roof.

Kingswood. It's what you want to make of it, driving man.



The option choice
starts here.

HOLDEN KINGSWOOD POWER TRAIN CHART

Engine	H.P.	Manual Transmission	Automatic Transmission
'161' Standard	114	All synchro 3-on-the-column	Tri-matic 3-speed column shift
'186' Optional	130	All synchro 3-on-the-column 4-on-the-floor (with or without console)	Tri-matic 3-speed column shift Tri-matic 3-speed floor console shift
'186S' Optional	145	All synchro 3-on-the-column 4-on-the-floor (with or without console)	Tri-matic 3-speed column shift Tri-matic 3-speed floor console shift
'253' V8 Optional	185	All synchro 3-on-the-column High performance 4-on-the-floor in console	Tri-matic 3-speed column shift Tri-matic 3-speed floor console shift
'306' V8 Optional	240	High performance 4-on-the-floor in console	Tri-matic 3-speed column shift Tri-matic 3-speed floor console shift

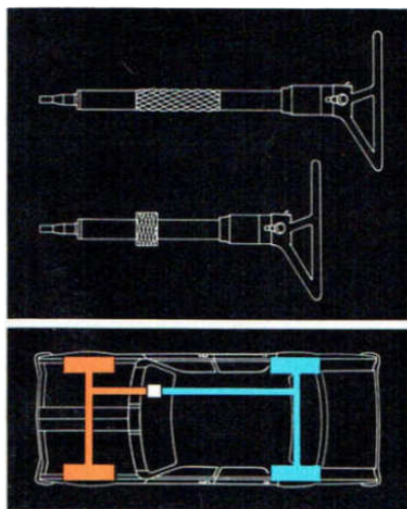
Power train combinations for Holden Belmont Sedan and Wagon are the same as for Holden Kingswood except that transmissions incorporating a floor console are not available. A 4-on-the-floor gearshift without console is available with 6-cylinder engines. NOTE: Bucket seats are required with floor console shifts.

CHOOSE FROM THESE CUSTOM FEATURES

	Kingswood Belmont		Kingswood Belmont	
PERFORMANCE	Power-assisted front disc brakes (Standard with V8's)	YES	YES	
	Power Steering	YES	YES	
	Limited Slip Differential	YES	YES	
	Superlift Rear Shock Absorbers	YES	YES	
	Special Instrumentation (Tachometer, oil, water temperature, ammeter)	YES	YES	
	Rally Wheels — 6.00JJ x 14 only with D70, ER70 or 185R tyres	YES	YES	
	Dual Exhausts (with V8's only)	YES	YES	
HEAVY DUTY ITEMS	Heavy Duty Front Springs	YES	YES	
	Heavy Duty Rear Springs (Sedans only)	YES	YES	
	Heavy Duty Air Cleaner ('161' and '186' engines only)	YES	YES	
	Heavy Duty Wheels	YES	YES	
EXTERIOR	Heavy Duty Battery	YES	YES	
	Heavy Duty Radiator	YES	YES	
	YES = Available with this model NA = Not available with this model			

Safety is all the way.

Holden's margin of safety is the widest in its class. It's a margin that helps you avoid accidents, and helps minimise injury if an accident does occur. The safety list includes: Two-speed wipers, articulated on driver's side to prevent blind-spot. Electric windshield washers. Non-glare interiors. Recessed, non-glare instruments. Parking lights stay on with headlights, are visible from sides. Automatic reversing lights. Outside rearview mirror. Double-sided safety rims on all wheels. GM Energy-absorbing steering column and steering wheel.



Dual-system brakes.

Fusible-link wiring.

Recessed, low profile, or padded instruments, controls and handles. Padded instrument panel and visors.

Shatterproof, knockout-type inside rear view mirror.

Safety door locks.

Modified zone windshield.

7 steps that stop rust.

1. Zinc-rich primer to key panel areas.
2. Cleaning and degreasing.
3. Hot phosphate coating.
4. Underbody primer dip.
5. Corrosion-resistant primer.
6. Red oxide primer-surfacer.
7. Plastisol and bituminous sealants.

The Rustgard process. It works.

Specifications.

'161' Engine: 6 cylinders. Bore and stroke 3.375 x 3.00 ins. Capacity 161 cu. ins. Max. hp 114 @ 4,400 rpm. Max. torque 157 lbs. ft. @ 2,000 rpm. Compression ratio 9.2:1. (Optional comp. ratio 8.2:1 giving 108 hp @ 4,400 rpm). RAC rating 27.34 hp.

'186' Engine: 6 cylinders. Bore and stroke 3.625 x 3.00 ins. Capacity 186 cu. ins. Max. hp 130 @ 4,400 rpm. Max. torque 181 lbs. ft. @ 2,000 rpm. Compression ratio 9.2:1. RAC rating 31.54 hp.

'186 S' Engine: 6 cylinders. Bore and stroke 3.625 x 3.00 ins. Capacity 186 cu. ins. Max. hp 145 @ 4,600 rpm. Max. torque 184 lbs. ft. @ 2,200 rpm. Compression ratio 9.2:1. RAC rating 31.54 hp.

'253' V8 Engine: 8 cylinders. Bore and stroke 3.625 x 3.062 ins. Capacity 253 cu. ins. Max. hp 185 @ 4,400 rpm. Max. torque 262 lbs. ft. @ 2,400 rpm. Compression ratio 9.0:1. RAC rating 42.05 hp.

'308' V8 Engine: 8 cylinders. Bore and stroke 4.000 x 3.062 ins. Max. hp 240 @ 4,800 rpm. Max. torque 315 lbs. ft. @ 3,000 rpm. Compression ratio 9.0:1. RAC rating 51.2 hp.

Fuel System: Bendix Stromberg single-barrel down-draft carburettor. The '186 S' and '253' V8 have a twin-barrel Stromberg. The '308' V8 has a 4 barrel Rochester carburettor. The '186 S', '253' V8, and '308' V8 have an automatic choke. Fuel tank capacity 16.5 gallons.

Lubrication: Full pressure system, with an AC full flow disposable type oil filter.

Cooling: Pressurised cooling system with thermostat control. Centrifugal water pump.

Electrical System: 12 volt battery. 44 amp. hour capacity on 6 cylinder. 53 amp. hour on V8's. Both at 20 amp. hour rating. 35 amp. alternator.

Manual and Automatic Transmission: See power-train chart.

Brakes: Four wheel hydraulic, duo servo with dual master cylinder feeding separate systems for front and rear brakes. Automatic adjustment. Front wheel power assisted discs standard on V8's, optional on other models.

Suspension: Front: Independent, short and long arm, with rubber bushed inner pivots, coil springs, stabiliser bar.

Rear: Semi-elliptical rear springs. 3 leaves on sedans, 6 leaves on wagons.

Direct acting shock absorbers front and rear.

Steering: Energy-absorbing steering column and shaft. Recirculating ball steering gears. Life-lubricated. Gear ratio 20.0:1.

Wheels and Tyres: Short spoke disc type wheels. Double-sided safety rims. Size 14" x 5.00JJ. Tubeless 6.95 x 14 x 4 ply low profile tyres. (7.35's on V8 wagons).

Dimensions: Wheelbase 111.0". Track front and rear 58.12". Overall length 184.8". Height 55.6". Overall width 71.8". Minimum ground clearance 7.3". Approximate kerb weights: Belmont Sedan 2,814 lbs. Kingswood Sedan 2,836 lbs. Station Wagons approx. 150 lbs. more. V8 models approx. 174 lbs. more.

The GMH warranty protects your Holden for the first 12 months or 12,000 miles, whichever arrives first. The GMH Guardian Maintenance Plan also provides for free inspection and adjustment by your Holden Dealer at the first 2,000 miles, and provides details of recommended maintenance and labour times to 50,000 miles.

The right must be reserved to alter specifications or equipment without notice.

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So drive it, driving man.